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SECURITY INFORMATION

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# INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO.

COUNTRY China

DATE DISTR. 17 April 1952

SUBJECT 1. Traffic Operations, Laipin-Chennankuan Railway  
2. Construction of Tunnel, Chennankuan-Pinghsiang

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DATE OF INFO. [REDACTED]

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(LISTED BELOW)

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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SOURCE [REDACTED]

1. There are 8 major stations and 27 small stations on the railway between Laipin and Chennankuan. The eight major stations are at Laipin, Litang (109-06, 23-11), Liuching (六景), Nanning, Funan (107-54, 22-37), Chungshan (107-33, 22-27), Ningming (107-07, 22-09), and Pinghsiang (106-44, 22-06). Since the inauguration of traffic between Laipin and Pinghsiang on 8 November 1951, one train, alternately a freight and a passenger train, runs as far as Pinghsiang daily.
2. Traffic has not been inaugurated between Pinghsiang and Chennankuan, a distance of 25 kilometers. The reasons for this are:
  - a. One tunnel 350 meters long has not been completed.
  - b. Intra-China traffic normally goes only as far as Pinghsiang, and service to Chennankuan is required only for military transport.
  - c. The rail junction on the Sino-Vietnam border has not been worked out. Standard rails are used within Kwangsi, while existing rails in Vietnam are light rails.
3. The amount of rolling stock on the Laipin-Chennankuan Railway has increased greatly since the establishment of a sub-office of the Hunan-Kwangsi Railway at Nanning. The sub-office now controls 13 locomotives, 54 passenger cars, 24 x 15-ton freight cars, 7 x 20-ton freight cars, 20 x 30-ton freight cars, and 23 x 40-ton freight cars.

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4. The last station on the Laipin-Chennankuan Railway is Tawankung, three kilometers south of Pinghsiang. A combined passenger and freight train runs daily in each direction between Laipin and Pinghsiang. Passenger cars terminate at Pinghsiang, but freight cars go on to Tawankung.
  5. The Democratic Republic of Vietnam has established a transportation office at Tawankung, and controls warehouses converted from over 30 private homes on the left side of Tawankung Station.
  6. In early March the Kwangsi Military District ordered the 45 and 52 Armies stationed along the Vietnam-Kwangsi border each to assign 2,000 men for work on the construction of the railway tunnel between Chennankuan and Pinghsiang. Five hundred men each from two battalions of the Kwangsi Military District in Chungshan have also been detailed to the task. 25X1A

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1. Comment. According to information available [REDACTED], the meter gauge railway from Dong Dong has been restored to a point about one-fourth of a mile southwest of Chennankuan, where the change over point will be located. Large quantities of building supplies are being concentrated at this point in readiness for the connection of the two railways.

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